

with the Sketch Land Use and Development Plan for Johnston County) would have the minimal disruptive effects on new businesses that will locate here. By designating that portion of U. S. 301 as, for instance, "Class 1", the impending widening of the highway would be recognized and only those planning to build along such a "Class 1" road would have such a set back. The same principle would apply within the towns of Selma and Smithfield in their efforts to zone within their corporate boundaries.

Another impending problem area involves the locational decision of the route the proposed I-40 will follow. The potential benefits that would befall Selma and the immediate surrounding area should the highway be built to pass between Selma and Smithfield are generally well known and will not be discussed here in detail. Less is known about the possible adverse effects; the ensuing briefly discusses some of these.

Present federal regulations stipulate that interchanges along interstate routes should not be less than a mile apart. Should an interchange between I-95 and the proposed I-40 be developed, it is highly possible that major changes at the present I-95, U. S. 70-A interchange would be required that would severely limit (if not eliminate) access at that interchange. Should such occur, many of the present service oriented concerns would suffer adversely and the town's tax base would most certainly be seriously eroded. Furthermore, some of the envisioned commercial growth prior to 1985 is expected to occur at this present interchange; an I-40 interchange further south would seriously jeopardize this expected growth.

In a presentation before the planning board, a transportation planner with the North Carolina Department of Transportation was of the opinion that the best place to provide local access to the proposed I-40 (should it be between Selma and Smithfield) would be at Booker Dairy Road were it extended eastward and northward (to form the northern loop around the town). It is certainly expected that should such occur, development at this access would occur.

In light of pluses and minuses about an interchange at the proposed I-40 and the existing I-95 intersection plus the fact that a locational decisions about the route I-40 will follow has yet to be made, I-40 does not appear on the 1976 proposed thoroughfare plan. Perhaps the best that can be done is to recognize that a decision will be made sometime in the future and that more definitive plans linking development and the new interstate should be made then--all with considerably more accuracy.

Another possible project that is envisioned to benefit the town--though perhaps not until late in this century or early into the 21st century--is a proposed dam on the Neuse River between Clayton and Selma. Based on a study undertaken by the Army Corps of Engineers in the 1960s, it was felt there was a definite need for flood control within the Neuse River basin; the Corps recommendation was a dam between Clayton and Selma which would augment flow and provide an